C/CAG
City/County Association of Governments of San Mateo County

VTA
Santa Clara Valley Transportation Authority

TA
San Mateo County Transportation Authority

2020 Peninsula Gateway Corridor Study
Policy Advisory Committee

DATE: Wednesday, January 9, 2008

TIME: 4:00 P.M

PLACE: Menlo Park City Hall
1st Floor Council Conference Room
701 Laurel Street, Menlo Park, CA

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1. **Introductions**

2. **Notes from December 12, 2007***

3. **Categorization of Project Alternatives (Continuation)**
   (Complete assignment of project alternatives into categories for the purpose of establishing strategies to identify potential projects for the next phase of the 2020 Study)

4. **Discussion of Results / Next Steps**

5. **Schedule next meeting for February 13, 2008**

6. **Adjourn.**

* Attachment

2020 Peninsula Gateway Corridor Study

Policy Advisory Committee
Meeting Notes - December 12, 2007

Attendees:

John Boyle (City of Menlo Park)	Rich Gordon (San Mateo Co. Transportation Authority)
Alicia Aguirre (City of Redwood City)	Sue Lempert (MTC)
Dena Mossar (City of Palo Alto)	Mike Vroman (City of Mountain View)
Rose Jacobs Gibson (San Mateo Co; C/CAG)	Dwayne Bay (Public – City of East Palo Alto)
Jim Jantz* (Town of Atherton)	Jim Bigelow (C/CAG CMEQ)
Sandy Wong (C/CAG)	Paul Krupka (KHA)
John Hoang (C/CAG)	Blair Marsden (KHA)

** Not present; provided comments prior to meeting*

- Categorization was completed for projects A through WW. The following spreadsheet summarizes the results.

2020 Gateway Study
Categorization Results

ID	Potential Improvements	PAC 12/12/07
HIGHWAY 101		
A	Auxiliary Lanes from Embarcadero to Shoreline ·Include flood control enhancements at creek crossings	1
B	Reconstruct Embarcadero/ Oregon interchange	1
C	Reconstruct San Antonio interchange and eliminate southbound on ramp at Charleston	1
D1	Widen freeway to 10 lanes (County Line to Shoreline)	1
D2	Widen freeway to 10 lanes + Aux Lanes (County Line to Shoreline)	5
E	Widen freeway to 10 lanes + Aux Lanes (Whipple to County Line)	5
F	Build elevated lanes above 101 from Woodside Road to 85/101 North project conform ·Consider mixed-flow lanes or HOV/HOT lanes ·NOTE: similar project profiled in Civil Engineering in June 2004	5
G	Improve local access across 101	1
DUMBARTON BRIDGE TO HIGHWAY 101		
H	Grade separations at Bayfront/Willow and Bayfront/University	1
I	Extend Bayfront Expressway to Woodside Road	1 or 3
J	Construct direct flyover connection between Bayfront/ Marsh and 101 north of Marsh	1 or 3
K	Elevated Direct Connections between Bayfront and 101 along Willow Road corridor · SEE Improvement CC	n/a
L	Elevated roadway along Dumbarton RR corridor between University and 101	5
M	New 101 South connection through East Palo Alto (Expressway south of University)	5
N	New 101 South connection skirting East Palo Alto (Expressway/viaduct along edge of bay) · Direct connections at Bayfront Expressway (east of University) and Highway 101 (near Embarcadero/Oregon interchange) ·Bridges over Hetch-Hetchy pipelines and Dumbarton RR ·Skirt Ravenswood Open Space Preserve, Baylands, and Palo Alto Golf Course ·2- 4 lane viaduct, with piers designed to limit environmental impacts ·Consider HOV-only or HOT-only usage	5
O	Tunnel beneath East Palo Alto ·University Avenue to Highway 101(near Embarcadero/Oregon interchange) · Beneath Ravenswood Industrial Area & residential neighborhoods south of University	4
P	San Francisquito Creek Diversion Structure and Roadway (dual use tunnel facility)	1

2020 Gateway Study
Categorization Results

ID	Potential Improvements	PAC 12/12/07
P1	Route 101 flood control project potentially down Willow Road.	1
WILLOW ROAD		
Q	Signal Timing during peak travel periods: ·Consider adaptive or responsive operation ·Install vehicle detection	2
R	Prohibit left turns during peak travel periods	5
S	Prohibit local cross traffic during peak travel periods	5
T	Exit/Entrance Right Turn pockets on Willow	3
U	Set back curb line one lane width from traveled way at driveways	4
V	Eliminate driveway access on Willow	5
W	Eliminate selected signalized intersections: Newbridge St, Ivy Dr, Hamilton Ave	5
X	Eliminate signalized intersections and allow right turns only on/off Willow	5
Y	Eliminate signalized intersections and prohibit any access from local streets	5
Z	Widen Willow one lane each direction	5
AA	Grade separations at selected intersections: Newbridge St, Ivy Dr, Hamilton Ave	4
BB	Pedestrian over crossing at Ivy Dr (near Mid-Peninsula High School)	1
CC1	Elevated viaduct expressway structure: 2 lanes in each direction	5
CC2	Elevated viaduct expressway structure: 1 lane in each direction	5
CC3	Elevated viaduct expressway structure: Reversible 2 lanes	5
CC4	Elevated viaduct expressway structure: 3 lanes with reversible middle lane	5
DD1	Depressed expressway: 2 lanes each direction	5
DD2	Depressed expressway: 1 lane each direction	1 or 3
DD3	Depressed expressway: Reversible 2 lanes	1 or 3
DD4	Depressed expressway: 3 lanes with reversible middle lane	1 or 3
EE	Grade separations at all intersections (over crossings or under crossings)	5
FF	Tunnel Expressway (maintain existing facility at grade)	4
GG	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts)	1 or 3

2020 Gateway Study
Categorization Results

ID	Potential Improvements	PAC 12/12/07
UNIVERSITY AVENUE		
HH	Signal Timing during peak travel periods ·Consider adaptive or responsive operation ·Install vehicle detection	1
II	Prohibit left turns during peak travel periods	5
JJ	Prohibit local cross traffic during peak travel periods	5
KK	Entrance/Exit Right Turn pockets on University	3
LL	Set back curb line one lane width from traveled way at driveways	5
MM	Eliminate driveway access on University	5
NN	Eliminate selected signalized intersections: Bell, Runnymeade, Kavanaugh	5
OO	Eliminate signalized intersections and allow right turns only on/off University	5
PP	Eliminate signalized intersections and prohibit any access from local streets	5
QQ	Widen University one lane each direction	5
RR	Grade separations at selected intersections: Donohoe, Bay	4
SS1	Elevated expressway/viaduct along University corridor: 2 lanes each direction	5
SS2	Elevated viaduct expressway structure: 1 lane in each direction	5
SS3	Elevated viaduct expressway structure: Reversible 2 lanes	5
SS4	Elevated viaduct expressway structure: 3 lanes with reversible middle lane	5
TT1	Depressed expressway: 2 lanes each direction	5
TT2	Depressed expressway: 1 lane each direction	4
TT3	Depressed expressway: Reversible 2 lanes	4
TT4	Depressed expressway: 3 lanes with reversible middle lane	5
UU	Grade separations at all intersections (over crossings or under crossings)	4
VV	Tunnel Expressway, (maintain existing facility at grade)	4
WW	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts)	
COMPLEMENTARY ITS ELEMENTS (to be included in project definitions as appropriate)		
XX	Install traffic signal interconnect/communications infrastructure between Middlefield Road and 101	

2020 Gateway Study
Categorization Results

ID	Potential Improvements	PAC 12/12/07
YY	Install transit signal priority to support high-patronage bus routes.	
ZZ	Install trailblazers and/or arterial CMS to provide route guidance information	
AAA	Prepare Incident Management and Traveler Information Plan for Corridor	
OTHER POTENTIAL IMPROVEMENTS NOTED BY PUBLIC AND OTHERS		
BBB	Study the possible designation of East Bayshore (San Antonio to University) as a reliever route to provide congestion relief and for incident management on Route 101 ·Improve operations at intersections ·Install directional signage to help keep commuters off residential streets	
CCC	Improve 101/ University interchange ·Construct southbound direct-connect off-ramp ·Improve on-off connections for northbound traffic	
DDD	Define residential traffic management elements that complement high priority capital improvements	
EEE	Extend Central Expressway to Sandhill Road	

KEY	
1	Referral To Other Agency
2	Project Development (A - Short-term, 5 yrs or B - Long-term 10-15 yrs)
3	Phase II Study
4	Study Later
5	Not Consistent With Goals